

Proposed Bicycle Commute Routes

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San Francisco
Bicycle Advisory Committee

May 1994

BICYCLING LAWS & SAFETY TIPS

Bicycles on public roads are subject to all the same laws that apply to cars. Remember that motorists, drivers, and pedestrians are all subject to the same laws, and local laws may vary. Always observe these laws to stay safe.



Always ride with traffic. This is the law. Motorists are not looking for bicyclists riding on the wrong side of the road. Also, riding against traffic is consuming more energy.



Observe stop signs, signals, and basic right-of-way rules. Yield to pedestrians. Never ride while intoxicated.



Use hand signals. Hand signals tell motorists what you intend to do. Signal as a matter of law, if not as a matter of self protection.



Ride in a straight line. Whenever possible, ride in a straight line, to avoid collisions with about a car's width of a car parked.



Don't weave between parked cars. Don't ride out to the curb between parked cars, or less they are far apart. Motorists may not see you when you try to move back onto the flow.



Follow lane markings. Don't ride in the right lane. Don't go straight in a lane marked "only left turn."



Choose the best way to turn left. There are two ways to make a left turn. 1) Like an auto. Signal, move into the left lane, and turn left. 2) Like a pedestrian. If you are within a designated crosswalk, dismount and walk your bike across.



Passing on the right can be hazardous. Motorists may not look for or see a bicycle passing on the right.



Look back before you pass or merge. Leave a good 3-4 feet when passing a pedestrian or another cyclist. Some riders use rear-view mirrors.



Give a warning — use your bike bell, or call out. Passing on your left.



Make eye contact with auto drivers. Assume they don't see you until you are certain they do.



Keep both hands ready to brake. You may not stop in time if you brake one-handed. Allow extra distance for stopping in the rain, since brakes are less efficient when wet.



Avoid road hazards. Watch out for street car tracks and old railroad tracks. Cross them perpendicularly. Avoid parallel-slat sewer grates, slippery manhole covers, oily pavement, gravel, potholes. These are all hazardous when wet.



Use good lights at night. Front light, wheel and pedal reflectors are required. The front light must be visible from 300 feet. Use a rear red light for enhanced visibility.

Never wear stereo headphones over both ears while cycling or driving. Be visible. Wear light or bright-colored clothing. Don't hitch a ride with another moving vehicle.



Ride a well-equipped bike. Be sure your bike is adjusted to fit you properly. For safety and efficiency, outfit it with bells, rear-view mirrors, racks or baskets, lights and reflectors.

Wear a helmet when you ride. Helmets that have passed Snell Foundation or ANSI Z90.4 standard crash tests should be worn. Bike helmets may need to be replaced after a fall. Some manufacturers will test to make sure it is still intact. Effective 1/1/94, all youths 18 and under must wear a bicycle helmet when operating a bicycle or when riding as a passenger.

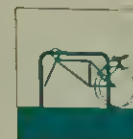
Passengers must ride on a separate attached seat. If the passenger is 4 years old or younger, or weighs 40 pounds or less, the seat shall adequately retain the passenger in place and protect him/her from the bike's moving parts. In addition, this passenger must wear a helmet of good fit, fastened securely, meeting ANSI Z90.4 helmet standards or Snell Memorial Foundation's 1984 Standard for protective headgear.



Keep your bike in good repair. Maintain your bike in good working condition. Check brakes regularly and keep tires properly inflated. Routine maintenance is simple and you can learn to do it yourself.



Get in shape. Spend a few minutes stretching your legs and body.



PARKING TIPS

Bicycle parking should not interfere with pedestrian and vehicle movements.

Use bike racks properly, so more bikes may park.

Lock your bike safely, to make pedestrian traffic going by the better.

Buy a lock that is appropriate and use it correctly.

The U-shaped locks offer the best security but require the removal of the front wheel in order to secure both wheels and frame. Lay the front wheel alongside the rear wheel and loop the 'U' around both wheels and frame of your bike. If the 'U' portion of the lock is completely filled with the wheels and frame, the lock has less of a chance of being broken open. Tall signposts and nonwork are the best objects to lock your bike against. Small trees are easily cut, permitting thieves to lift a locked bike away from its support.

Chairs should be hardened and have 5/16-inch diameter links, and a key lock with hardened hasp of the same diameter. Be sure to secure both wheels and the frame, and never leave the padlock resting on the ground. Smaller diameter chains and cables are appropriate for short time use only, usually in instances where you can see the bike when it's locked.

Keep a record of your bike serial number. Should your bike be stolen, report the serial number and description of your bike to the police department (415) 553-0123.

Route Numbering System

The Bicycle Route Numbering System used here is modeled after the U.S. highway system. East/west routes are numbered with even numbers. These routes are arranged in order from north to south. "2" is the northernmost, "90" the southernmost, and "50" purposefully placed in the center, on Market Street. Market Street, although it runs southwest to northeast, is given an even number because its general orientation is east/west; east toward Downtown and the Bay, west toward the ocean.

The north/south routes are given odd numbers, with "5" assigned to the easternmost route along the Embarcadero and the "95" assigned to the westernmost route along the Great Highway.

Routes will not be given numbers that are already assigned to state and federal highways within San Francisco (1, 35, 80, 82, 101, and 280). Signs will be supplemented with directional plates and destination sign plates. The system has room to grow. Smaller or more local routes and new routes will receive numbers that fit into the system.

San Francisco's Proposed Bicycle Route System

San Francisco has many characteristics that make it ideal for bicycle transportation, particularly the mild climate, small land area, and the network of neighborhoods and neighborhood shopping streets throughout the City. However, the dense population and traffic congestion in this urban area can, at times, make even the most experienced cyclist uncomfortable in some City streets.

Consequently, the purpose of the proposed bicycle route system is threefold:

- First, to provide guidance to cyclists trying to maneuver around the city.
- Second, to develop a focus for bicycle improvements, such as designated bicycle routes, and to maintain these designated roadways in a manner that is compatible with bicycling.
- Finally, to provide more visibility for cyclists and thereby promote safe sharing of the roadways between cyclists and motorists.

What is this Map?

This map is the first draft of a proposed signed and destination-oriented route system. Proposed routes attempt to provide access to all major areas of the City, in the most direct manner, with the least potential for traffic conflicts, and circumventing major grades. Sometimes it is not possible for a route to meet all of these concerns. Where that is the case, routes have been tested by a variety of cyclists and a consensus approach has been used to determine the routes shown here.

It is being distributed as a means for stimulating public discussion and soliciting public input. After public hearings and comment, it is certain that changes will be made. The San Francisco Bicycle Advisory Committee (SFBAC) encourages cyclists of all abilities to review this map and send comments to: SFBAC, c/o Bicycle Coordinator, Dept. of Parking and Traffic, 25 Van Ness Ave., Room 345, San Francisco, CA 94102-6033.

COMMUTER INFORMATION

BRIDGES:
San Francisco/Oakland Bay Bridge:
Bicycle Commuter Shuttle (12-passenger van towing 12 bike racks – weekdays commute hours only. Call (510) 286-0669. At Transit line N2 carries bicycles on-board from midnight until 5:10 a.m. Call (510) 839-2882. For an alternative to the bridge see information under BART.

Golden Gate Bridge:
24-hour direct access on raised sidewalks. Use east sidewalk weekdays 9:00 p.m. to 3:30 p.m. next day and weekends 9:00 p.m. to 5:00 a.m. next day. Use west sidewalk weekdays 3:30 p.m. to 9:00 p.m. and weekends 5:00 a.m. to 9:00 p.m.

San Mateo/Hayward Bridge, Carquinez Bridge: Limited shuttle service by Caltrans maintenance vehicles. Phone (510) 286-0589.

Richmond/San Rafael Bridge:
Golden Gate Transit line #0 carries bicycles. Call (415) 332-6000.

Benicia/Martinez Bridge:
Daily shuttle service with 14 bikes per van. Phone (510) 680-1NFO for a schedule.

Antinch Bridge:
Direct access by way of 5-foot wide highway shoulders (one way in each direction).

Dumbarton Bridge:
Direct access by means of a two-way, eight-foot wide multi-use pathway on the north side of the bridge, separated from the roadway by a concrete barrier.

BUSES:
SamTrans – Bikes are currently allowed on county-wide bus service if the bus is less than 3/4 full and there are no wheelchairs on board. Bikes must be stored on the bus near the front. The SamTrans terminal in San Francisco is located at First and Mission Streets. Call (800) 660-4287.
There are bicycle lockers at some Park & Ride lots. Call (800) 833-3032.

AC Transit, Golden Gate Transit, and Muni – Bicycles not permitted on buses, except for some AC Transit line 65 buses to Tilden Park and transbay N2 buses (see *San Francisco/Oakland Bay Bridge*), and Golden Gate Transit line #0 between Marin and the East Bay (see *Richmond/San Rafael Bridge*).

CALTRAIN:
Rail service provided along the S.F. Peninsula between San Francisco, San Jose, Gilroy, and intermediate stops. Bike racks are available in cars marked with a bicycle decal. A permit is required. Call (800) 660-4287 for information.
Most Caltrain stations have bicycle lockers – call (800) 508-6450.

BART:
Bicycles are allowed on BART by permit during non-commute hours as well as in the reverse commute direction during commute hours on some lines. Call (510) 464-7133.
Be prepared to show bike permit to station agent when entering in upon request of any BART employee. A temporary permit (up to 3 weeks) may be obtained upon presentation of photo ID from any BART station agent. Use only stairs in elevators; do not use escalators. Walk bicycles within station. Bicycles are allowed only in specified sections of the last car.
Bike lockers are available at most BART stations – call (510) 464-7136.

FERRIES:
Bicycles are permitted on all Bay Area ferries with some restrictions. For San Francisco to Alameda, Oakland, Tiburon, and Vallejo call (415) 546-2896, (510) 522-3300. For San Francisco to Sausalito and Larkspur call (415) 332-6600 or 546-2896.

GETTING TO THE AIRPORT:

BY BIKE: from Bayshore & Geneva, continue south on Bayshore Blvd. past Brishane and into South San Francisco. (Road name changes to Airport Blvd. in S.F.). Turn left at sign showing left turn for South Airport Blvd., just after underpass after crossing Grand Ave. (4.5 miles from Bayshore & Geneva). Go under freeway (U.S. 101) and turn right onto South Airport Blvd. Follow South Airport Blvd. to the Airport. Take warning – there are no bike lanes and drivers are often unusually erratic. The SFBAC is currently working on establishing safer access routes and secure parking facilities at the Airport.
BY BART: SamTrans' routes 3B and 3X (BART-SFO Shuttle Express) operate daily between Daly City BART and the Airport. (See *SamTrans* listing under *Buses*).

PARKING INFORMATION:

Most City of San Francisco parking garages have bike racks near the parking attendant. A nominal fee is charged. The San Francisco Bicycle Advisory Committee is working with the City to make these facilities more secure.
BART station bike lockers: (510) 464-7136
Caltrans bike lockers: (415) 557-0390
Caltrain bike lockers: (800) 660-4287

MAPS:

Route maps are currently produced by the following groups. Call for information on how to obtain a copy.
SF Bicycle Advisory Committee
(in process): (415) 554-2300
East Bay Bicycle Coalition: (510) 452-1221
San Mateo – call SamTrans: (415) 508-6200

Funding for bicycle projects in San Francisco is coordinated through the San Francisco Department of Parking and Traffic. The Department does have a Bicycle Coordinator, who is accepting suggestions for roadway improvements. Please send suggestions to:
**Bicycle Coordinator,
Department of Parking and Traffic
25 Van Ness Ave., Rm. 345
San Francisco, CA 94102-6033**

The San Francisco Bicycle Advisory Committee (SFBAC) does not represent or guarantee or provide any warranty of any kind that any bike route set forth in this map is safe for all cyclists at all times. Each cyclist must exercise judgment in assessing the safety of any route, both in planning and actually riding the route. In exercising that judgment, the San Francisco Bicycle Advisory Committee suggests that each cyclist consider the following factors: the cyclist's bicycling skills, experience with cycling and traffic, the time of day, the expected volume of traffic, the weather and the road conditions.

The San Francisco Bicycle Advisory Committee

The San Francisco Bicycle Advisory Committee (SFBAC) was formed by the San Francisco Board of Supervisors in late 1990, in recognition of the fact that the bicycle is a viable and desirable transportation option. Its eleven members are appointed by the Board of Supervisors and serve 3-year terms. The SFBAC was asked to advise the City in the development of a plan for bicycle-related improvements, including bicycle routes, secure parking, improved bicycle/transit interface, and promotion of the safe sharing of the public roadways. The SFBAC also advises City officials on the expenditure of bicycle-related funds.
The SFBAC meets monthly, on the 4th Thursday of each month at 5:45 p.m. All meetings are open and the public is encouraged to attend. Agendas for meetings, including time and place, are posted in front of Room 235, City Hall, at least 72 hours before each meeting. You may be placed on the mailing list by phoning (415) 554-2351 and leaving your name and address.

We Need Your Help
The SFBAC is recommending to City officials a network of bikeways throughout San Francisco. Beginning with those routes defined in the San Francisco Master Plan as shown on this map, we will be re-evaluating street routes for both recreational and commuter bicyclists. A public hearing will be held in the very near future. Your comments will help our Bike Route Task Force develop a bikeway proposal which will be submitted to the San Francisco Board of Supervisors for approval.
Comments and suggestions can be sent to the San Francisco Bicycle Advisory Committee, Room 235, City Hall, San Francisco, CA 94102-6033.

Selected materials and graphics courtesy of the City of Portland, Oregon.
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SAN FRANCISCO BICYCLE ADVISORY COMMITTEE

25 Van Ness Avenue, Rm. 345
San Francisco, CA 94102-6033

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PROPOSED BICYCLE COMMUTE ROUTES

May 1994



NOTE: When going from one route to another and no left turn is allowed, there are two options: 1) take an alternate route not specifically shown on this map (where a left turn can be legally made), or 2) turn like a pedestrian. If you are within a designated crosswalk, dismount and walk your bike across.

What Is This Map?

This map is the first draft of a proposed signed and destination-oriented route system. It is being distributed as a means for soliciting public discussion and obtaining public input. Proposed routes attempt to provide access to all major areas of the city in the most direct manner, with the least potential for traffic conflicts and circumventing major grades. Sometimes it is not possible for a route to meet all of these concerns. When that is the case, routes have been tested by a variety of cyclists and a consensus approach has been used to determine the route shown here. It is certain that after public hearings and comment changes will be made. The San Francisco Bicycle Advisory Committee (SF-BAC) encourages cyclists of all abilities to review this map and send comments to SF-BAC, c/o Bicycle Coordinator, Dept. of Planning and Traffic, 25 Van Ness Ave., Room 445, San Francisco, CA 94102-6033.

WARNING

Although members of the San Francisco Bicycle Advisory Committee have cycled all the routes shown on this map, there is no guarantee that any route is safe for all cyclists at all times. Each cyclist must exercise judgment in assessing the safety of any route either planning or in actual riding. In judging the safety of any route, the cyclist should consider many factors, including: road conditions, traffic volume, and other road conditions.



Traffic Engineering Division
City and County of San Francisco

FRANK M. JORDAN, Mayor
JOHN E. NEWLIN, Executive Director



June 22, 1994

Dear San Francisco Cyclist,

We want your help in testing and evaluating the San Francisco Bicycle Advisory Committee's proposed bicycle commuter routes and map.

A public meeting on these routes will be held at 7 p.m. on Monday, July 25, at New College, 777 Valencia Street (between 18th and 19th streets) in San Francisco. Indoor bicycle parking will be available. This will be your opportunity to discuss these routes with the consultants who are developing San Francisco's Comprehensive Bicycle Plan. A meeting later this summer will focus on the total plan.

As a cyclist, your input on this proposal is vitally important to implementing a successful bicycle commuter network in San Francisco. You may already know the routes or you may want to ride them during the coming weeks. So take a look at the enclosed map and think about:

1. Are the routes bicycle-friendly for peak hour travel?
2. Is the map accurate?
3. Can you efficiently get to where you want to go using these routes?
4. Are there areas that need safety improvements or re-routing?

You may have additional concerns and that's why we want to hear from you.

Please prepare a written response to clearly show us problem points along these routes and any confusion about the map.

If you are unable to attend the July 25 public meeting, please mail or fax your response to arrive by July 20. This will assure that your comments are included at the meeting. Mail comments to: Peter Tannen, San Francisco Bicycle Coordinator/Planner, Department of Parking & Traffic, 25 Van Ness Ave., Suite #345, San Francisco, CA 94102-6033. FAX: (415) 554-2352.

Thanks in advance for your assistance. We hope to see you on July 25.

Yours sincerely,

Peter Tannen
Bicycle Coordinator/Planner

